

Today's Advertisements.

HONGKONG SMOKING CONCERT CLUB.

THE FIRST CONCERT of the Season will be held at the THEATRE ROYAL, CITY HALL, TONIGHT, (SATURDAY), the 15th January, 1898, at 8.15 P.M.

MEMBERS who have not received TICKETS for this season can obtain the same on Application to the Hon. Treasurer, Mr. R. T. WRIGHT, of the Underland.

J. F. A. HASTINGS, R.N., Hon. Secretary.

Hongkong, 15th January, 1898. [69]

CUSTOMS NOTIFICATION.

THE OPIUM EXAMINATION OFFICE and STATIONS of the Kowloon CUSTOM HOUSE will be CLOSED from the 20th to the 26th of January inclusive, in observance of the Chinese New Year's festival.

H. M. HILLIER, Commissioner of Customs for Kowloon and District.

Custom House, Kowloon, 15th January, 1898. [122]

CHINESE NEW YEAR HOLIDAY.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business on SATURDAY, the 22nd instant. For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED, G. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency, F. AUGUSTIN, Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, CHANTREY INCHBALD, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOH, Agent.

Hongkong, 15th January, 1898. [120]

CHINESE NEW YEAR HOLIDAY.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on SATURDAY, the 22nd instant.

JARDINE, MATHESON & CO., General Agents, HONGKONG FIRE INSURANCE CO., LD.

N. J. EDE, Secretary, UNION INSURANCE SOCIETY OF CANTON, LD.

W. H. PERCIVAL, Agent, NORTH-CHINA INSURANCE CO., LD.

W. H. RAY, Secretary, CHINA TRADING INSURANCE CO., LD.

SHEWAN, TOMES & CO., Agents, YANKEE INSURANCE ASSOCIATION, LD.

J. B. COUGHTRY, Secretary, CHINA FIRE INSURANCE CO., LD.

W. H. T. DAVIS, Secretary, THE STRAITS INSURANCE CO., LD.

Hongkong, 15th January, 1898. [127]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the Hongkong Volunteer Corps are to carry out GUN PRACTICE from Stone Cutter's Island in Western and South-Western directions on SATURDAY, the 22nd January, 1898, from 10 A.M. till 4 P.M.

All ships, junks and other vessels are cautioned to keep clear of the ranges.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 12th January, 1898. [119]

GOVERNMENT NOTIFICATION.

IT is hereby notified that ARTILLERY PRACTICE will be carried out on MONDAY, the 17th instant, between the hours of 9 A.M. and 4 P.M. from Wong-nien-chung Gap.

Direction.....Deep Water Bay. Range.....800 to 1,500 yards. Nature of Gun.....7 pr. R.M.L. No. of Rounds.....50.

Targets.....2 Standing Barrel Targets and 2 Hongkong Targets towed by a launch.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 12th January, 1898. [118]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SHANGHAI.

THE Company's Steamship

"PREUSSEN," Captain P. Witten, will leave for the above place on MONDAY, the 17th instant, at 11 A.M.

The steamer will start after docking direct from No. 1 Dock at Kowloon.

A steam-launch flying the Norddeutscher Lloyd Co's Flag, will leave New Pedder's Wharf on MONDAY, the 17th instant, at 10 A.M. to convey intending Passengers on board the S.S. "PREUSSEN."

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 15th January, 1898. [128]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIJUN," Captain Bathurst, will be despatched for the above Port on TUESDAY, the 12th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAZARUS & Co., General Managers.

Hongkong, 15th January, 1898. [121]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufacture. Special terms to HOTELS, CLUBS, MESSIES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

DENTISTRY.

MR. SUI SANG, (Late Practising with Dr. I. SAKATA), DENTIST, (No. 65, Queen's Road Central, Hongkong, 3rd January, 1898. [32]



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PFICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and curants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY is marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We fully guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the various ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 15, 1898.

NOTES AND COMMENTS.

While we entirely agree with Sir JOHN CARRINGTON that the knowledge of English ought to be very much more extensively diffused through the medium of the Hongkong schools, and that school life has an all-important influence on the later life of every individual, we entirely disagree with his perhaps half-jocular statement that the attainment of a good position such as a Governorship or a Judgeship depends on diligence at school. In fact, we have a strong impression that too little schooling is better than too much. Book-learning is valuable, but is not an unmitigated blessing; it does good but it is also liable to do harm. One thing that stunts and stifles the mental capacity of the Chinese is that they have too much "book" to memorise in youth; it saps their vitality and kills their intellect. The result is that, as a rule, no Chinaman with a Chinese education is equal to one who escapes it. No CHOW, HO KAI, BOON KAO, these are names of Chinese who have made their mark in the history of their race, through avoiding the danger of excessive cramming inseparable from a first-class Chinese education. We will go further, and say that the only leader who made a decent fight on the Chinese side in the war with Japan was the uneducated Timo, and he would have done better had he not been everlastingly flogged by the highly-educated officials with whom he had to deal.

In the case of Sir WILLIAM ROBINSON, mentioned as an example by the speaker, the argument for diligence at school is not particularly well substantiated. He owes his success in life mainly to the fact that he never had an opinion of his own nor a word to say for himself when Downing Street chose to lay down the law. His schoolmasters, the Secretaries of State, had him entered in their good books as a nice little boy who never misbehaved; and that is how he has prospered; but that is a very different thing from what the Chief Justice said. It is not necessary to be diligent with schoolbooks for that sort of success, though the two characteristics are akin. But there are terrible dunder-

heads who manage to secure promotion; there are magnificent scholars who fall miserably in life; there are uneducated men who reach leading positions in the world. The art of ingratiating oneself with great persons can be learnt just as well in the office of a Mingchung Lager merchant as in a boy's schoolroom. And if success is to be a man's object in life, merit should not be his motto to the exclusion of other factors. Merit is good for its own sake, but success requires much besides. One way to success is to "smile, and smile, and be a villain." Sir WILLIAM ROBINSON's way is different—to smile, and smile, and be not even a villain, but an *idiot*. (His own word we give back to him.) Sir PERTINAX MACSYPHANT had the secret of success—"Bowin', bowin', aye bowin'."

A home paper throws light on this view in commenting on an article full of biting satire, by Mr. J. D. Ross in the Singapore *Free Press*, on the question of Crown Colony government. The *British Trade Journal* says:—

The Singapore paper's example might well be followed by other newspapers in the Crown Colonies which suffer under the east-iron formulas of Colonial Office misgovernment. There is a college somewhere in Suffolk for the training of would-be colonists. Cannot we have an establishment for training Colonial Governors and their subordinates?

From what we have seen of them, we should say that the training best adapted to secure rapid promotion in the service would be that of a draper's assistant or shop-walker, learned in the art of being pleasant, looking pretty, and applying soft soap where it will do the most good.

We have also to join issue with the Chief Justice and all others who advocate the cultivation and retention of Chinese literature. We are not denying that China had a magnificent civilisation in the early days of our era, when Europe was a wilderness of wild savages fighting amid the ruins of Rome. We are not disputing the glories of Chinese literature. But we do say that these things should be kept in their proper place. We do say it would be a lamentable mistake to make the ordinary education of the masses throughout the British Empire consist exclusively of *Sagas*, written or printed in their original characters. And we do say the parallel is as close as a parallel can be. The old classics of Northern Europe are rich and well worth preservation; and as for number, the total number of books ever published in China throughout the centuries is probably smaller than the number of books published in England in a month. The language of the Chinese classics is not the language of every-day life, and is not intelligible to an average every-day Chinaman. The characters are so difficult that even a Chinaman of the highest education in the Empire cannot read more easily than an English child; never a man in China but has sometimes to pause and puzzle over a word before he can even be sure what it is, let alone what it means. Such a language should cease to exist except as an Assyrian and Phœnician relic. To retain it as the first essential of a school curriculum is to encourage the Chinese superstition that they are the only civilised nation.

What we have frequently urged, and wish to urge on the Governor again in the few days he remains here, is that there should be compulsory English education for all children in the Colony. Of course that would mean to a great extent free education, for, as Dr. WATSON pointed out yesterday, the great bulk of the Chinese population is in very humble circumstances. It would be for the good not only of Hongkong but of British interests in the East generally. In England and Scotland it is practically compulsory for all children to go to school; and it should be so here. It means money, of course; better spending money on that than on drain-banking operations or Jubilee medals. If Governor ROBINSON will assist towards the establishment of compulsory education for all children of school age in Hongkong, he will thereby place to his name one of the greatest acts ever done by a Governor of this Colony; personally, we should say the very greatest. We have abused him up hill and down dale as a do-nothing, a milliner's model, a painted and polished wooden figurehead; we will have unbounded pleasure in taking it all back if he will give us the chance. He has the direct command of Her Majesty to "do his utmost for education"; he says he has done so, and we with all due respect deny it point-blank. He has looked on approvingly while a good deal was being done by others; he has talked affably and encouragingly, and two or three things he has actually done himself, but the word "utmost" means a great deal, to anybody with "a thorough knowledge of the English language." As we understand it, he has not done his utmost, and therein he has failed to carry out his Sovereign's orders. Here now is his golden opportunity; and if he will rise to it, he will at once atone for all his past wordy inaction. It does not involve much actual exertion—not for himself; mainly mere talk, and the work will fall on others. It is not an easy thing to do all at once, but His Excellency can at least lay the foundation of compulsory education in Hongkong. And by education of course we mean English, without which the word is meaningless as far as regards Hongkong.

NAVAL MOVEMENTS.

The *Star* leaves on Monday to bring Admiral Buller, and she is to convey the two torpedo destroyers *Harrier* and *Hasty* north. It is also reported that the *Edgar* is being detained here and will not leave on Monday as was expected.

REUTERS' MESSAGES.

VERDICT ON THE MURDERER OF MR. TERRISS.

LONDON, January 15th. The jury on the murder of the late Mr. Terriss, the actor, brought in a verdict of "Insane."

BYE ELECTIONS.

Mr. Mond, Radical Candidate, has been elected for Plymouth. Lord Charles Beresford has been elected for York City by a narrow majority, and a recount of votes has been demanded.

REINFORCEMENTS FOR EGYPT.

The *Morning Post* states that the Grenadier Guards have been ordered to be in readiness to proceed to Egypt.

BOER INTRIGUES AGAINST GREAT BRITAIN.

The *Globe* publishes a Boer plan of campaign, the execution of which was only prevented by the sturdiest scowge. According to the *Globe* it was arranged to declare war suddenly on some pretext, and then within 48 hours to seize Kimberley, Newcastle, and two other strategic points, and to hold them until terms were made, including the effacement of the Imperial factor at Natal and the Cape.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.33 per £.

The 6th race of the Royal Hongkong Yacht Club will be sailed to-morrow over Course No. 9, a distance of fourteen miles.

AFTER further evidence had been taken to-day in the case of Schwinn, the German, charged with fraudulently obtaining \$500 from a Chinaman, His Worship committed accused for trial.

For the theft of a big iron hook block from the steamer *Argyll* at Kowloon Wharf, a coolie to-day was sentenced to six weeks' hard labour. It was valued at \$7, but prisoner said he had only taken it because he thought it was of no use.

AT an enquiry by Mr. Wodehouse to-day on a coolie who died in hospital yesterday from burns received in an explosion of Chinese cracker powder at Ap-Id-chau, a finding of "Accidental death" was returned. The cracker substance—distribution!

THE thick weather to-day seemed to have greatly hindered the movements of steamers. There were only three arrivals up till noon. Towards evening the mist rising from the harbour, since the sudden warm weather, developed into a thick fog-bank, and steamers are sounding fog signals incessantly.

THE first concert of the season of the Hongkong Smoking Concert Club will be given at the City Hall at 9.15 this evening. Dr. J. A. Lawson will preside and the band of the *Powerful* will be in attendance. A number of the leading amateurs have promised their services, and the entertainment is expected to prove a great success.

TO celebrate the birthday of Mrs. Bateman, head mistress of the Bellios Public School, a tea party was given yesterday afternoon at the school. Past and present pupils numbering over 100 were present and the time was spent very pleasantly. After tea the guests gave their attention to singing and dancing, and Mrs. Bateman was the recipient of many good wishes and tokens of esteem.

ON Monday afternoon on the Happy Valley there will be a football match under Rugby rules between the Hongkong Football Club and the Navy. Kick-off at 4.30 p.m. Club in colours, Navy in white. The Club team will be—A. G. Ward, full back; J. H. Lloyd, R.L.R., A. S. Anton, P. G. Davies, R.A., and A. E. M. Head, R.A., three-quarters; Capt. D. McLaughlan, R.L.R., and P. A. Cox, halves; G. H. Potts, R.D. Sanders, W. D. Mayson, K. E. Deacon, R. G. Parker, R.L.R., O. D. Thomson, P. H. Cruickshank, R.A., and A. N. O'Brien, forwards.

THE Hongkong Volunteers are to muster at Headquarters at 9 a.m. sharp on Saturday, the 22nd inst., to take part in the 64-pr. competition at Stone-cutter. A Machine Gun Company will parade at 9.30 sharp on the same day for gun practice at a bay east of Deepwater Bay. The volunteers are to wear khaki drill, helmets, and puttees, field battery great coats, and the Machine Gun Co. capes. Transport and tiffin will be provided. No. 1 of the Machine Gun detachment to take field glasses. The names of winning Detachment (Field Battery) will be engraved on the Challenge Cup, the No. 1 of winning Detachment to receive a cup as a prize and the other members a silver badge.

FOR some time past there have been considerable thefts of sugar at the Two Reddery and many bags sent out "full" have reached their destination "light." Yesterday Mr. Best, assistant warehouse and godown keeper at the works overhauled a lighter along side the pier with the result that he brought to light some six large cotton bags of fine white sugar, taken from bags that formed his cargo on the rick. The bags were ingeniously hidden in the pump covering, in the floor, and in the walls. The eight men who were arrested and brought up before the Magistrate to-day, Mr. Best in his evidence, said that the sugar had undoubtedly been taken from the cargo by picking the bags. There was 125 lb. of sugar in the six bags, the value being about \$5. It would have been impossible for any but the crew to have concealed the stuff, where it was found. In the present case the find was made through information being obtained that the wife of first prisoner, in the light of the sugar, had been selling the sugar and in the evening, the sugar made off and hid in other lighters, and tried to get away in a sampans when the police came. In answer to the Magistrate the defendants all denied having stolen the sugar, and said other coolies did it. Mr. Wodehouse asked how it was to be proved that all the men were guilty. They had only been arrested because they were on board the lighter. He would want some direct evidence as to who committed the theft. Mr. Best said that he had great difficulty in detecting the theft at all. These thefts meant a loss of some thousands of dollars in a year. The No. 1 of another lighter who was the informer deposed that the first prisoner had stolen sugar twenty-six times. His wife sold it at five cents per catty. The crew had nothing to do with it. He said that the wife took the sugar away but he did not see the stealing. The case was remanded till Wednesday for further evidence.

HOW THE WORLD GOES ROUND.

"MONEY MAKES THE MAN TO GO."

How doth the little busy bee Improve each shining hour, And hunt for honey all the day? In every open flower!

It may be rather feeble fun, But he never rests a minute, Nor leaves undone a single one— There may be honey in it!

How doth the plucky Public Works Improve each smouldering drain, And dig it up, and lay it down, And dig it up again!

They spin the same old process out As long as they can spin it, It all means money down the spout— There's miles of money in it!

How doth the gallant Governor Improve the shining hour, And stay so long here in Hongkong Still hanging on to power!

He hasn't done the least bit of work, The number to infinity, In all these years of sitting tight— There must be money in it!

How doth the merry missionary Go converting "niggers" And how (at least for Chinamen) The cost per capita figures!

They'll pin their faith to any creed Which pays enough to pin it; Sometimes to three or four, indeed— There's lots of money in it!

How doth the cheery China-boy Make out on meagre pay, Augmented by more k cks than cents, With curs-words all the day!

The wily boys don't take the hump, Nor much protest agin it; At every vacancy they jump— There must be money in it!

How doth the man who maketh pills Delight to advertise, To say he cures all human ills (Unless the patient dies), Sometimes a "par" looks readable, You eagerly begin it,

But it only ends in "Someone's Pills"— There must be money in it!

How doth the jingling journalist Delight to bark and blite, To grind out copy all the day And print it all at night!

He tries to aim at scold fame, He seldom gets there, but the same— But he hopes to get there yet the same— He thinks there's money in it!

Poor fool!

HONGKONG, JANUARY 15th. SVENGALL.

LIFE IN THE MERCHANT SERVICE.

SAILORS' EXPERIENCES AT MANILA.

Three negro seamen (British subjects) belonging to the British barque *Zydenhorn*, who arrived here on Tuesday last from Manila, appear to have had very harsh treatment at the hands of the Consul, N. S. W. One of the men, a very intelligent and well spoken fellow, has supplied us with memoranda which he has during the voyage and the main facts of which have been supplied to Admiral Buller, who has promised to look into the matter. The men state that on October 27 they were below in the main hold, working coal till 6 p.m., and when about to knock off for supper the Captain came on board and asked the first mate if the men were working longer. The mate said they were working and the Captain then came below and called for a lamp, as the men were working in the dark. He then began using most vile language towards the sailors and told them that he had been a "nigger driver" once and meant to drive them too. It was after 6 o'clock when the Captain ordered them to get out another 20 tons of coal and he was told that the mate had no more. When going up for the coal at 6.30 the Captain said "I'll let you know in a day or two." After this statement there were more signatures. Next day the men were taken to the Consul and asked permission to see the Consul. He gave permission and we were taken ashore in a steam launch, 12 of us, on the 28th. We left the ship at 8 a.m. and reached the Consul's office at 10.15. Two other captains met ours at the Consul's office and they spoke to the Consul for a good while. Then we were called in and the Consul asked us what we wanted. We told him of the names of the Captain had called us and his threats and also about our treatment on the ship. He never had most from September 24th till October 15th, and we never got anything instead. (It is explained that the meat on board was bad and could not be used). We only lived on biscuits and coffee and tea one day and pea soup and biscuits the next and so on till we got to Manila. We also told the Consul that the Captain did not keep lights in the blackcase and that we had to strike matches at night to see the compass. He would very rarely see the lights and it called a great deal of our time. He called us "niggers" everything but men, and threatened to shoot us. He always carried a revolver. The Consul said to "I give you men credit for your behaviour on board the ship. It is very good for men to be on the right side of the law as you have been. I want you to assist me in this matter." We said "You see the Consul, Sir, and we look to you for assistance and justice and not for us to be taken to the Consul and asked what we want and said 'Captain, go and do whatever you like with your men; go out of my office and come here any more.' We left and could not find the launch that brought us ashore. We could not speak the language but we made signs to some passers-by and one of them told us to follow him. He took us to a hotel kept by a Bombay native. This man could speak English and he gave us food. We told him our story and stayed at the place till next morning. At last we got a pilot boat to take us to the boat. We were then taken to a quarter, to 6 and reached the ship at 8. The Chinese mate came into the fore-castle and asked us if we were going to turn to. We said "Yes, we're going to work as usual." We came on deck after a quarter of an hour and were sent into the hold for shovel coal. We worked there till 10 a.m. without breakfast. Then the mate said the coal was not coming up fast enough and told us to go aloft and far down. We went aloft and worked there till 12 p.m. when we came down and after dinner we were sent to the fore-castle and as we got no order to come down we stayed aloft. Then a steam-launch came off with the Captain and three sailors with fixed bayonets. The Captain said "You fellows, come down here and get yourselves ready to go ashore." We did so and were placed in charge of the soldiers, who took us ashore in the launch. We marched as up to the prison at 7 p.m. and we were locked up till the morning without any food. Then we got a roll of one ounce of weight, an ill of 10 cts. The police told us we were to be allowed 30 cents a day for food and we wrote a letter to the Consul letting him know where we were but we got no answer. On the 31st we got 37 cents and also on November 1st, 2nd and 3rd. Then the Captain came to us with another captain and the latter asked if

two of us wished to go to his ship, as he was short of two hands. We told him we did not want to leave our ship, but would go where we were bound for in her. On the following night days we each received 37 cents and then our captain came to the prison and said to us "Well boys, are you enjoying yourselves?" One of us said "Such a life, sir." Then he asked us if we were ready to go ashore. We said we were at any moment. We further said that we had not related our duty and that he had put us there at his pleasure and that he would take us out when he thought fit. He then bade us good bye and walked away. On the next four days we each got the 37 cents again for food and at half-past 7 on the 13th we were told to get ready to go on board. An escort of soldiers took us to the harbour, kept us there for about two hours and took us on board. On the 16th we went aft to see the Captain about seeing the Consul. He refused us and asked were we going to turn to. We said we were and worked coal from 6 a.m. to 6 p.m. During the day the mate stood over the hold, bullying us, and we asked him to let us alone. He said we were not working enough and we told him we were doing our best. He told us to come and said we would go where we were bound for. At 4.30 we were told we would work on till the Captain came aboard. At 7.15 p.m. the Captain came ashore and asked what was the matter, the mate having said we had given him cheek. We said we would not be driven, as we were doing all the work we could. He threatened to send me (McAuley) and Haywood to gaol and we asked for our discharge which he refused. We again asked to see the Consul and he refused us. When we came back to the ship on the 15th the men on board told us that our Captain had sent two other captains off inspecting the meat and it was shown overboard. At 7.15 p.m. the Captain came aboard and asked what was the matter and the Captain called us ashore and asked what was the matter, the mate having said we had given him cheek. We said we would not be driven, as we were doing all the work we could. He threatened to send me (McAuley) and Haywood to gaol and we asked for our discharge which he refused. We again asked to see the Consul and he refused us. When we came back to the ship on the 15th the men on board told us that our Captain had sent two other captains off inspecting the meat and it was shown overboard. At 7.15 p.m. the Captain came aboard and asked what was the matter and the Captain called us ashore and asked what was the matter, the mate having said we had given him cheek. We said we would not be driven, as we were doing all the work we could. He threatened to send me (McAuley) and Haywood to gaol and we asked for our discharge which he refused. We again asked to see the Consul and he refused us. When we came back to the ship on the 15th the men on board told us that our Captain had sent two other captains off inspecting the meat and it was shown overboard. At 7.15 p.m. the Captain came aboard and asked what was the matter and the Captain called us ashore and asked what was the matter, the mate having said we had given him cheek. We said we would not be driven, as we were doing all the work we could. He threatened to send me (McAuley) and Haywood to gaol and we asked for our discharge which he refused. We again asked to see the Consul and he refused us. When we came back to the ship on the 15th the men on board told us that our Captain had sent two other captains off inspecting the meat and it was shown overboard. At 7.15 p.m. the Captain came aboard and

NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co's steamer *Chingtu*, Capt. R. Jones, from Sydney and ports, arrived in harbour this afternoon. For the subject of telegrams we are indebted to our Colonial exchange.

SYDNEY, December 17th.
The English eleven leave for a short holiday to Gifford Lakes, Victoria, before the test match at Melbourne.

The aggregate attendance at the recent test match over the four days was 91,000, the total takings amounting to £7,450.

LONDON, December 17th.
Scenes of great disorder are reported from Madrid, the Spanish capital, crowds of people having taken possession of the streets from which the military drove them.

The mob encouraged General Weyler, lately in charge of the troops in Cuba, to create a revolution.

December 18th.
It is reported from Paris that two members and five ex-members of the French Chamber of Deputies have been arrested in connection with the Panama Canal Scandal.

December 20th.
The trial of the members of the French Chamber of Deputies concerned in the Panama scandal is proceeding.
Aton, whose confession led to the arrest of the persons accused, states that he distributed £80,000 amongst the members of the Chamber in order to influence the passing of the Panama Canal Bill.

The United States Congress has voted 200,000 dollars for the relief of the distressed American miners on the Yukon goldfield.

SYDNEY, December 21st.
The death is announced at the New Hebrides of Professor Joly, the distinguished German scientist.

December 22nd.
Worwick, a cyclist, has ridden from Melbourne to Sydney, completing the journey in 97 hours.

Telephonic communication between Sydney and Newcastle is now almost completed.

LONDON, December 21st.
The Chinese Government have invited Great Britain to declare a protectorate over the valleys of the Yangtze Kiang and the West River, two of the most important waterways of China.

[Of course, this is a mere demand; we only print it to show what wild things are being published in other parts of the world.—E.A.H.K.]
The Italian Chamber of Deputies, by the narrow majority of 19 in a large house, has rejected a motion of want of confidence in the Premier, the Marquis Rudini.

The American and Canadian Commissioners have agreed to settle most of the claims made by Canada in connection with the sea fisheries question.

December 22nd.
It is announced that Great Britain intends to occupy the island of Queipret, off the southern coast of Corea.

The St. Petersburg correspondent of the *Times* says that the Russian Foreign Office has sent a private circular to the newspaper editors of the country directing them to avoid any unfavourable tone towards Germany.

The *Times* says it is clear that the occupation of portions of China by Russia and Germany is the result of a previous understanding, and if the events show that Great Britain's commercial or political interests are injuriously affected, it will be necessary to lose no time preparing a firm course of action.

The European ambassador at Constantinople are preparing a new scheme of a topology for Crete.

[This must be growing a monotonous pastime to them.—E.A.H.K.]
GYMPIE, December 23rd.
During the present year dividends to the amount of £165,750 have been declared at Gympie.

CHARLESTON TOWERS, December 25th.
Dividends amounting to £72,180 have been declared at Charleston Towers during the present month.

SYDNEY, December 27th.
George Clifton has agreed to play for Australia against England in the last three test matches.

ADELAIDE, December 27th.
Sir, the wealthy Adelaide brewer, is dead. The amount of his estate is supposed to be three-quarters of a million.

The Marine Board have suspended the master and second officer of the steamer *Filroy*, which went ashore on Stockton beach, between Sydney and Brisbane.

The Canadian Government is taking efficient steps to prevent the starvation of the miners on the Yukon goldfields.

Melbourne is making elaborate preparations for the entertainment of the Federal delegates at the re-opening of the Convention.

The Premier will renew the discussion on the Asiatic Immigration Question.

LONDON, December 28th.
Great distress is reported to prevail in Vienna, while it is widespread amongst the lower classes of Austria.

December 29th.
The British Foreign Office states that Germany is pushing trade with Japan much more vigorously than Great Britain.

Mr. C. B. Evans, the general secretary of the Amalgamated Engineers' Society, states that the engineers still have a fighting fund of £10,000.

Jacob Gauder has stated his willingness to row Weyton the Thames for 2000 dollars.

BRISBANE, December 30th.
A fresh agreement has been made between the Queensland Government and B.E.S.N. Company in connection with the English mail contract, under which there is to be no subsidy, and there will be no fine inflicted if steamers are a few hours late at certain ports.

SYDNEY, December 30th.
Three men have been fined £25 for breaches of the Gambling Suppression Act.

Owing to the recent heavy rains in the northern districts of the colony, floods are anticipated in the Richmond and Tweed Rivers.

ADLAIDE, December 30th.
Christmas weather the hottest ever recorded for December. The temperature stood at over 110° in the shade for several days. Several deaths from heat apoplexy occurred in Adelaide. The same weather is being experienced in the other colonies. The glass at Exton registered 124° in the shade.

The heat was so intense in Melbourne that the cricketers playing in the New South Wales-Victoria match have been completely prostrated, and the match had to be adjourned. Records include 184° New South Wales, first innings 202°.

Stoddart's team played eighteen of the Bendigo cricketers, and won by ten wickets.

Much disappointment is felt in West Australia at Stoddart's team not being able to visit that colony.

Heavy snow and rain fell in parts of New Zealand during the holidays.

Four men were killed by sewer gas in Melbourne.

It has been stated that Sir William McGregr is appointed Governor of the Gold Coast.

CRICKET.

H.K. VOLUNTEERS v. R.A.

The match between the teams from Volunteers and Royal Artillery resulted in the citizens soldiers defeating the gunners by 32 runs on the first innings. The scores are as follow:—

VOLUNTEERS.	SCORED IN.
1st Innings	59
2nd Innings	23
3rd Innings	19
4th Innings	10
5th Innings	5
6th Innings	3
7th Innings	1
8th Innings	1
9th Innings	1
10th Innings	1
11th Innings	1
12th Innings	1
13th Innings	1
14th Innings	1
15th Innings	1
16th Innings	1
17th Innings	1
18th Innings	1
19th Innings	1
20th Innings	1
21st Innings	1
22nd Innings	1
23rd Innings	1
24th Innings	1
25th Innings	1
26th Innings	1
27th Innings	1
28th Innings	1
29th Innings	1
30th Innings	1
31st Innings	1
32nd Innings	1
33rd Innings	1
34th Innings	1
35th Innings	1
36th Innings	1
37th Innings	1
38th Innings	1
39th Innings	1
40th Innings	1
41st Innings	1
42nd Innings	1
43rd Innings	1
44th Innings	1
45th Innings	1
46th Innings	1
47th Innings	1
48th Innings	1
49th Innings	1
50th Innings	1
51st Innings	1
52nd Innings	1
53rd Innings	1
54th Innings	1
55th Innings	1
56th Innings	1
57th Innings	1
58th Innings	1
59th Innings	1
60th Innings	1
61st Innings	1
62nd Innings	1
63rd Innings	1
64th Innings	1
65th Innings	1
66th Innings	1
67th Innings	1
68th Innings	1
69th Innings	1
70th Innings	1
71st Innings	1
72nd Innings	1
73rd Innings	1
74th Innings	1
75th Innings	1
76th Innings	1
77th Innings	1
78th Innings	1
79th Innings	1
80th Innings	1
81st Innings	1
82nd Innings	1
83rd Innings	1
84th Innings	1
85th Innings	1
86th Innings	1
87th Innings	1
88th Innings	1
89th Innings	1
90th Innings	1
91st Innings	1
92nd Innings	1
93rd Innings	1
94th Innings	1
95th Innings	1
96th Innings	1
97th Innings	1
98th Innings	1
99th Innings	1
100th Innings	1

ROYAL ARTILLERY.	SCORED IN.
1st Innings	23
2nd Innings	10
3rd Innings	5
4th Innings	3
5th Innings	1
6th Innings	1
7th Innings	1
8th Innings	1
9th Innings	1
10th Innings	1
11th Innings	1
12th Innings	1
13th Innings	1
14th Innings	1
15th Innings	1
16th Innings	1
17th Innings	1
18th Innings	1
19th Innings	1
20th Innings	1
21st Innings	1
22nd Innings	1
23rd Innings	1
24th Innings	1
25th Innings	1
26th Innings	1
27th Innings	1
28th Innings	1
29th Innings	1
30th Innings	1
31st Innings	1
32nd Innings	1
33rd Innings	1
34th Innings	1
35th Innings	1
36th Innings	1
37th Innings	1
38th Innings	1
39th Innings	1
40th Innings	1
41st Innings	1
42nd Innings	1
43rd Innings	1
44th Innings	1
45th Innings	1
46th Innings	1
47th Innings	1
48th Innings	1
49th Innings	1
50th Innings	1
51st Innings	1
52nd Innings	1
53rd Innings	1
54th Innings	1
55th Innings	1
56th Innings	1
57th Innings	1
58th Innings	1
59th Innings	1
60th Innings	1
61st Innings	1
62nd Innings	1
63rd Innings	1
64th Innings	1
65th Innings	1
66th Innings	1
67th Innings	1
68th Innings	1
69th Innings	1
70th Innings	1
71st Innings	1
72nd Innings	1
73rd Innings	1
74th Innings	1
75th Innings	1
76th Innings	1
77th Innings	1
78th Innings	1
79th Innings	1
80th Innings	1
81st Innings	1
82nd Innings	1
83rd Innings	1
84th Innings	1
85th Innings	1
86th Innings	1
87th Innings	1
88th Innings	1
89th Innings	1
90th Innings	1
91st Innings	1
92nd Innings	1
93rd Innings	1
94th Innings	1
95th Innings	1
96th Innings	1
97th Innings	1
98th Innings	1
99th Innings	1
100th Innings	1

THE NORTH BORNEO FREE-BOATERS.

In regard to the dating of the Mat Salleh, who defies the Government of British North Borneo so successfully and captured another station only a few days ago, the *Singapore Free Press* says:—

To the recent insurrectionary attacks on Gaya and Ambong, two stations on the coast of Province Keppel, in the jurisdiction of the British North Borneo Government, there is now, as our special telegram will show, to be added yet another attack upon and capture of an inland station in the north part of Province Deni, named Limbang.

These serious attacks for the North Borneo Government. One is that it has occurred as the immediate sequel of a very serious repulse of a military police force in the effort to storm a stockade and blockhouse held by Mat Salleh, the troublesome outlaw who is responsible for the Gaya and Ambong incidents. Another consideration is that this latest affair at Limbang is not yet ascertained to have been directly associated with Mat Salleh's action, but is possibly an independent effort of another leader; this, therefore, all the more requiring strong steps on the part of the North Borneo Government to successfully vindicate its authority and strike a counter-blow sufficiently definite in its results to quell any further revolt, or easy to propagate amongst the Bornean tribes, in default of any such action on the part of the Bornean Government.

The scene of this latest episode is, as stated at Limbang, which is a district officer's station about thirty miles or so up the Padas River, an affluent of Borneo Bay. This place is therefore in the same region as the North Borneo Government had with the Pagar, an Shan bandit, on the Padas River, from about October, 1888, to February, 1889. On that occasion Governor Croagh applied for the help of Major Walker from Perak or Capt. Newland, then Commander Johore Forces, but neither of these requests could be complied with, although a Perak even-ponder and a couple of rocket tubes, with a small detachment of Perak gunners under a Havildar, were sent to North Borneo.

The leader of the native rebels on this present occasion appears to have been a certain prisoner of the Kedah tribe, one Talib, who seems to have made his way across country from Sandakan towards Borneo, and to have raised a small force of natives, possibly Malays from the Ulu Padas, having conceived the idea of a raid on Limbang. Here there appears to have been one official, Mr. Fraser, a cadet in the North Borneo service, with perhaps a small guard of four or five Sikhs. The station was probably a small one, and the attack being in great superiority of force and entirely unexpected, there was no chance of successful resistance.

Fraser made good his escape, fortunately, but one of the Sikh guard was killed during the attack. What money or property the raiders under Talib may have got possession of is not stated. But it is not likely that the raiders will have been long undiscovered, as Mr. Fraser would have been able to proceed in a short time to Kempos, and thence wire to Labuan for more assistance, in addition to the Paks he could pick up from the coast, of which he appears to have secured thirty, as well as a slight police, who, however, would not all be Sikhs. The situation on the West Coast is so grave that we hear from an authoritative source Mr. Beaufort has proceeded from Sandakan to Labuan, so as to be nearer the quarter where action is demanded. It is now quite certain that the usual British principle of using handfuls of men for what may prove bigger jobs than was expected, does not always come off though it may for more often than it is reasonable to hope for, owing to the slack of the leaders and the almost invariable fidelity and spirit of the men.

The North Borneo affair is an instance of history repeating itself. When the late Mr. Donald D. Daly was in charge of the expedition, at the close of 1888, against Pangasinan Shabandar, delay was also caused by weakness of the force and lack of ammunition, the two opposing parties slugging over against each other in stockade, for weeks, in a state of partial inaction, with rifle and snipe and supplies reaching the North Borneo force, in its effort to capture Fort Gales. We wrote then, over nine years ago, as follows:—"It is to be hoped that these dispositions may end in the chief's submission, for it would be a great pity that the extreme measures of storming the forts the only mode of bringing the difficulty to a conclusion. To attack and to be beaten off would be a contingency implying serious risk; not only to the expedition itself, but to the cause of peace and order within the adjacent portions of the North Borneo Company's territory."

As above stated, both in 1888 and in 1889, military help was asked as regards men and officers from the Colony and the Peninsula, but could not be afforded. Then again, as regards naval help, we know that the *Phlegma* and the *Phlegma* have been allowed to patrol the West Coast of Borneo, as an exhibition of moral support, but no men were to be landed. Similarly in November, 1888, we wrote:—"As a further security for life and property on the coast of that part of Province Deni, the Resident applied to Governor Hamilton of Labuan to use his influence in getting a gunboat stationed there for a month or so for that purpose. The Senior Naval Officer at Singapore has, we learn, informed Governor Hamilton that there was not the least chance of procuring the temporary service of any British gunboat." (A little later on, however, the *Phlegma*, Capt. Karlake, proceeded on a visit to Labuan, about the time when

Pangasinan Shabandar came to terms after the storming of his strongest position, Fort Gales.) The existence now of telegraphic communication between Singapore and Labuan, and between the latter and Kempos, gives facilities for the instant recall of men if needed. Hence the possibility of the visits of the *Phlegma* and *Phlegma* during the present trouble. There is no question but that the North Borneo Company are now called to make very exceptional efforts to deal with a very exceptional emergency. That these efforts, whatever they cost, must be made quickly and result in the complete restoration of order, is emphatically to be desired in the interests of the Company, which otherwise may find itself seriously embarrassed by these domestic worries.

NAVAL NOTES.

France has ordered 200 torpedoes from the Whitehead Company, England, to be delivered at the earliest possible date.

A drydock for the dock yard at Kiel has been contracted for at a total cost of \$3,475,000, and to be completed in five years.

The *Pomona*, third-class cruiser of 2135 tons, building at Sheerness since December 21st, 1896, was ready for launching on the 25th of last month.

Ditta meta, an American competition, has been adopted by the French Admiralty for fittings of high-pressure boilers, such as valves, cocks and gauges.

One of the longest towns on record is that of the floating dock from Shields, England, to Havana. It was towed 6500 miles, the long route being to the advantage of the trade winds, and the time occupied was fifty-nine days, the dock arriving at Havana November 6th.

Manos Gama, Chilean torpedo-boat destroyer, on loan, and 3042 tons, has recently gone through a series of trials, demonstrating her utter uselessness. The principal trouble was with the torpedo launching tubes. The boat was built by Laird, Birkenhead last year.

The *Porpoise*, third-class cruiser, 1770 tons, has been refitted and underwent a three hours' commission trial November 16. The horsepower under natural draught was 2337 under 128 pounds of steam, and she logged 155 knots. This is an improvement on her performances under similar conditions when completed eleven years ago.

Every southern harbor of any consequence in the south of England is now provided against torpedo attacks. Each narrow entrance has its boom, and each of these booms has associated with it a boom defence vessel, generally an old gunboat. In time of peace the vessels are in charge of naval pensioners. This scheme of torpedo defence was devised and begun two years ago.

Combined army and navy manoeuvres are about to be undertaken in Italy. The effective strength of the navy, which is now 23,000 men, is to be increased to 31,000 by calling in the reserves. The manoeuvres will extend over one month, and sixty-two vessels of various classes, besides sixty-five torpedo-boats, will participate in the affair, which will include an attempted landing upon the Tuscan coast.

Two torpedo-boat destroyers, the *Ferrit* and *Diop*, collided at Devonport Harbour November 8th. The *Ferrit* mistook the *Diop* for a tug, and all speed was put on for full speed ahead, with the result that the *Ferrit* crashed into the *Diop*, lying astern. Both boats were seriously damaged. *ARLIE* *Lynn* and *Tharaka* are still laid up for of the six destroyers of the Devonport flotilla are now disabled.

An armored cruiser building in France for the Japanese navy is of 4545 tons displacement, 453 feet in length and 60 feet 5 inches beam. Besides the four 10-inch guns in her turret she will carry twenty-four guns, two under-water lance torpedo tubes and one above-water lance torpedo tube. The engines are to develop 17,000 horsepower and the ship is to steam twenty knots and forced draught. While in port of speed this cruiser will make 20 knots per hour. The *Arakawa*, her armor and armament will be heavier.

Colonel Miklashevskii's lantern for night-sighting purposes has had a thorough and successful series of trials on the Neva. The lanterns were hung 100 feet above water at the marine telegraph station, and although the wind blew with a force of five to six miles none of the lantern lights were extinguished. The signals, with red and green lights, were like vivid flashes of lightning, and could not be confused. They were seen and interpreted at St. Petersburg, at a distance of seventeen miles, whereas other lantern signals had proved ineffective at four miles.

The Russian battle-ship *Gangout*, which sank in the Gulf of Finland during a driving gale, about three months ago, is to be raised. A Swedish salvage company has taken the contract for 90,000 roubles, about \$475,000, and as the ship lies in seventeen fathoms of water the task of raising her will be a difficult undertaking.

The sinking of the *Gangout* was due to bad workmanship on the hull, and her water-tight bulkheads were an illusion. In consequence of this accident the admiralty has determined to thoroughly test all bulkheads on new ships before fitting for service, and to fill the completed compartments with water to the top, thus proving the strength and tightness of the bulkheads. It is stated that while the *Gangout* was afloat her steam pumps were constantly going whether the ship was in port or on a cruise.

Work on the Admiralty harbour at Dover is progressing with great dispatch and will no doubt be completed, as intended, in 1901. It is a work of great magnitude and will involve an expenditure of nearly £7,000,000. The present Admiralty pier is being extended 2000 feet and sea-wall of a total length of 13,750 feet are being built of huge concrete blocks faced above with granite. There will be two entrances to this harbor, each 600 feet wide, and the total area within the sea-wall is 610 acres of which 315 acres are beyond the five-bathym depth and will accommodate twenty of the largest battle-ships besides quite a fleet of cruisers and smaller vessels. The height of the sea-wall to top of parapet will be 60 feet, 70 feet being under water. This great work was recommended as far back as 1844, but funds were not available until one year ago.

French naval estimates for the navy for 1898 have been completed and will shortly be submitted to the Chamber. They provide for a total expenditure of \$4,000,000, an increase of \$4,000,000 over the last year. The allowance for new ships is \$30,000,000 and \$7,500,000 for repairs. Sixty-four vessels of all classes are under construction, and a total of eighty-four will be completed, according to programme, within six years, embracing the following types: Eight battle-ships, ten armored cruisers, four first-class cruisers, three second-class and three third-class cruisers, one first-class aviso, ten torpedo-boat destroyers, six torpedo-boats, and thirty-six first-class torpedo-boats.

While a great improvement is visible under the new order of management of the navy, the cost of building ships is still greater than in England, and the battle-ships *Charles Martel*, *Charlaine* and *Gaulois* are admitted to cost from 20 to 25 per cent more than similar vessels in the British navy.

NOT AND A.

CALENDAR.

JANUARY.
Meteorological means based on ten years' observations 1888-1897.
Barometer 30.165
Thermometer 59.4
Humidity 74.9
Rainfall 1.67

TO-DAY.
WEATHER REPORT.
On date On date
to-m. at 4 p.m.
Barometer 30.04 29.98
Thermometer 68 67
Humidity 93 94
Rainfall 6.19

TO-DAY.
Saturday, 15th January, 1898.
Chinese—25th of 12th moon of 25th year of *Kang-hsi*.
Jewish—21st Tebet, 5558.
Mohammedan—21st Shaaban, 1315.

Sun—Rises 6.36 a.m.
Sets 5.21 p.m.
Moon—Last Quarter 11h. 51min. p.m.
High water—Morning 1h. 14min.
Afternoon 7h. 51min.
Low water—Morning 7h. 51min.
Afternoon 8h. 51min.

ANNIVERSARIES.
1750—British Museum opened.
1857—Bread poisoning in Hongkong by the Chinese baker Aiem.

1884—Telegraph cable between Japan and America laid.
1888—Blackburne's first flight from Green Island.
1896—Anglo-French Treaty signed.
1897—Circular treaty of the overture of the reigning dynasty of China distributed

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKA MARU	Kobe and Yokohama	Wednesday, 19th January, at Daylight
HIROSHIMA MARU	Kobe and Yokohama	Friday, 21st January, at Noon
SAGAMI MARU	Shanghai, Jinsen, Shimonoseki and Kobe	Friday, 21st January, at 4 P.M.
OMI MARU	Nagasaki, Kobe and Yokohama	Monday, 24th January, at 4 P.M.
C. Young	Singapore, Colombo and Bombay	Tuesday, 25th January, at Noon
YAMAGUCHI MARU	Seattle, Wash., via Kobe and Yokohama	Thursday, 27th January, at 4 P.M.
KAGOSHIMA MARU	Yokohama	Thursday, 27th January, at 4 P.M.
W. Thompson	Yokohama	Thursday, 27th January, at 4 P.M.
YAMASHIRO MARU	Yokohama	Thursday, 27th January, at 4 P.M.
J. Jones	Yokohama	Thursday, 27th January, at 4 P.M.
INADA MARU	Yokohama	Thursday, 27th January, at 4 P.M.
W. Bainbridge	Yokohama	Thursday, 27th January, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th January, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAI TAN,"
Captain Roach, will be despatched for the above Ports TO-MORROW, the 16th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LARAIR & Co., General Managers.

Hongkong, 15th January, 1898. [112]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE SAMARANG AND SOERABAYA.

THE Company's Steamship

"CHUN SANG,"
Captain Butler, will be despatched as above on MONDAY, the 17th instant, at 4 P.M.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th January, 1898. [107]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENEDI,"
Captain Farquhar, will be despatched as above on or about the 17th January.
Application for Freight should be made in advance as there is only a limited space available.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 31st December, 1897. [1937]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain T. G. Spence, will be despatched for the above Ports on TUESDAY, the 18th instant, at 4 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 12th January, 1898. [105]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, &c.)

THE Steamship

"GUTHRIE,"
Captain Craig will be despatched for the above Ports on TUESDAY, the 18th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A fully qualified Surgeon is carried.

N.Z. Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th January, 1898. [166]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, MASSARA, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE, AND GENOA.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LANTANA, ADRIATIC, and SOUTH AFRICAN PORTS)

THE Company's Steamship

"POSEIDON,"
Captain R. Mayer, will be despatched as above on TUESDAY, the 18th instant.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, 10th January, 1898. [189]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"
Captain Barr, will be despatched as above on WEDNESDAY, the 19th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd January, 1898. [146]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"AMPHIRITE,"
Captain G. Costanza, will leave for the above places on THURSDAY, the 20th instant.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, 12th January, 1898. [169]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANSEAT,"
Captain C. Hamse, will be despatched as above on or about the 31st instant.

To be followed by the S.S. "LYDERHORN" on or about 15th Feb., 1898.

S.S. "ORWELL" on or about 28th Feb., 1898.

For Freight, apply to SHERMAN, TOMES & Co., Agents.

Hongkong, 6th January, 1898. [67]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LYDERHORN,"
will be despatched as above on or about the 15th February.

To be followed by the S.S. "ORWELL" on or about the 28th February.

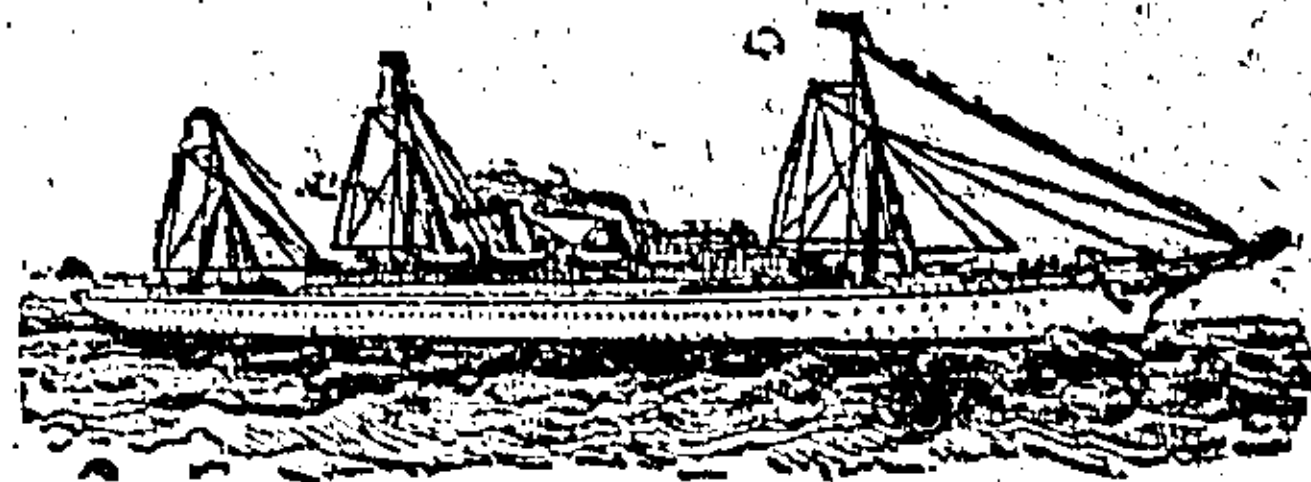
For Freight, apply to SHERMAN, TOMES & Co., Agents.

Hongkong, 15th January, 1898. [113]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. H. Pyhr...WEDNESDAY, 19th Jan., 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall...WEDNESDAY, 16th Feb., 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee...WEDNESDAY, 16th Mar., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddis Street.

Hongkong, 29th December, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Tuesday, 25th Jan., at Noon.

Chitoe (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Saturday, 12th Feb., at Noon.

Pure (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Thursday, 3rd March, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Thursday, 3rd Feb., at Noon.

Belgit (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Thursday, 3rd Feb., at Noon.

Capit (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Saturday, 12th March, at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 12th Jan., 1898, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th January, 1898. [2]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMAN'S RAFFERT'S GENUINE COMPOSITION RED HAND BRAND. HARTMAN'S GREY PAINT. DANIEL'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1898. [159]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship "VERONA."

Captain C. H. S. Tocque, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 27th January, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for France and London will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th January, 1898. [5]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAUFLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHERN PORTS TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia Tuesday ... 1st Feb.

Sachsen Tuesday ... 1st March.

Bayern Wednesday ... 13th March.

Prinz Heinrich Wednesday ... 27th April.

ON TUESDAY, the 1st day of February, at 11 A.M., the Company's Steamship "PREUSSEN," Captain P. Wittich, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAUFLES and GENOA.

Shipping Orders will be granted (all) Noon on SATURDAY, the 27th January. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 31st Jan., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 31st Jan. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 6th January, 1898. [158]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma 1,254 [A. Dixon] Feb. 1.

Victoria 3,167 [J. Trumbull] Feb. 22.

Olympia 1,691 [Dobson] Mar. 15.

Columbia 2,605 [A. Gow] April 5.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Pellam 1,238 [A. Gow] Feb. 8.

Drummond 3,601 [E. Porter] Mar. 8.

Mogul 3,654 [W. H. Wright] Mar. 29.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctors and Stewards carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class Atlantic Mail Lines.

HONGKONG TO TACOMA £18.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 22nd December, 1897. [14]

Printed and Published by CHEESBY DUNCAN at No. 6, Paddis Hill, in the City of Hongkong.

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES STAMPED ARTICLES FOR MILITARY EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. ORREDOUINER & Co, Paris

HOUSE OF LORDS WHISKY.

PARTIES are cautioned against spurious imitations and cheap brands of whisky being sold as supplied to the House of Lords.

The only Genuine House of Lords built whisky, as supplied to that Assembly during the last 18 years, is Saunders' O.B. Brand in long black bottles. It is never shipped in Dumps or clear bottles.

CRAIGELLACHIE GLENLIVET DISTILLERY CO., LD.

HEAD OFFICE AND MANUFACTORY.

Tin Lok Lane, Wanchai, Bowington.

SPECIAL PAINT Without Competition.

ORDINARY CEMENT—For Buildings of Stone, Brick and Plaster of Lime, Cement, &c., &c.

CEMENT OIL PAINT, No. 1—Advanced, tagously used for all Metallic Works, steamers, &c., &c.

CEMENT OIL PAINT, No. 2—Made with unchangeable Colours, for all applications.

CEMENT OIL—For protecting Wood from White Ants, Dampness, &c., &c.

BARRETTO & Co., Agents for CHINA and JAPAN.

Hongkong, 8th November, 1897. [29]

Auction.

PUBLIC AUCTION.

THE Underigned will let by PUBLIC AUCTION ON MONDAY, the 24th day of January, 1898, at 3 o'clock, P.M.

On the Spot

The Several Lots numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, the Extension of Beaches and the Government ground adjoining the Race Course, North of the Grand Stand Enclosure.

TERMS.—Cash.

For Conditions of Sale, Apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 14th January, 1898. [114]

Masonic.

PERSEVERANCE LODGE, OF HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in the FRASER & NEAVE'S HALL, Zealand Street, on MONDAY, the 17th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 10th January, 1898. [186]

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FRASER & NEAVE'S HALL, Zealand Street, on THURSDAY, the 20th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.